



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Wednesday, March 18, 2020

Dear Local Resident, Interested Citizen, and Elected / Local Public Official:

The Indiana Department of Transportation (INDOT), in partnership with the Federal Highway Administration (FHWA), is developing a federal-aid project along Interstate 65 (I-65) to add travel lanes from State Road (SR) 32 to SR 47 in Lebanon, Boone County. The purpose of the project to maintain an acceptable level of service (LOS) along I-65 between SR 32 and SR 47. American Structurepoint, Inc. is under contract with the INDOT to advance the environmental documentation for the referenced project.

There are several ways your comments may be presented concerning this project. You may submit comments in the following manner:

1. **Complete** a comment form and return it to American Structurepoint, Inc. Comment forms are available for download from the INDOT Crawfordsville website (<https://www.in.gov/indot/2701.htm>).
2. **E-mail** comments to Monica Del Real of American Structurepoint, Inc. at mdelreal@structurepoint.com.
3. **Mail** comments to Monica Del Real at American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240.
4. **Submit** comments (or have comments postmarked by) **Thursday, April 2, 2020**. Comments will be reviewed and considered as part of the INDOT decision making process.
5. **Questions?** Contact Monica Del Real of American Structurepoint, Inc. at (317) 547-5580 or mdelreal@structurepoint.com.

All substantive comments received will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public comment process and describe project decisions reached following careful consideration of the views and concerns of the public.

The draft environmental document is available for public review and inspection at the following locations, dependent upon operating hours:

- Lebanon Public Library (104 E. Washington St., Lebanon, Indiana 46052)
- City of Lebanon's Planning Department (401 S. Meridian St., Lebanon, Indiana 46052)
- American Structurepoint, Inc. (9025 River Road, Suite 200, Indianapolis, Indiana 46256)
- INDOT Crawfordsville District webpage: <https://www.in.gov/indot/2701.htm>

The I-65 Added Travel Lanes Project Team thanks you for your participation in this project.



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Project Description

INDOT, in partnership with the Federal Highway Administration (FHWA), is developing a federal-aid road project to improve the Level of Service (LOS) along Interstate 65 (I-65) between State Road (SR) 32 and SR 47. The proposed project is located in Center and Washington Townships, Boone County, Indiana.

The need for this project is based upon the 2033 forecasted traffic and decreasing LOS within the project area. The purpose of this project is to maintain an acceptable LOS (LOS C or better) along I-65 between SR 32 and SR 47.

The project will be completed in phases. Phase I of the project will consist of improvements associated with mainline I-65. These improvements consist of the addition of travel lanes (one in each direction) along I-65, bridge improvements and widening at the Prairie Creek crossing located north of US 52 (INDOT Bridges I65-142-05571 BNBL and I65-142-05571 BSBL), removal of the I-65 bridge over Lafayette Avenue exit ramp, closure of the I-65/Lafayette Avenue partial interchange, replacement of existing cross culverts, and the addition of stormwater detention.

The typical section of I-65 will include six 12-foot wide travel lanes (three in each direction), bordered by 12-foot wide paved outside shoulders and 12-foot wide paved inside shoulders. A 45-inch concrete median barrier will be installed to separate direction of travel and provide protection between the added travel lanes. INDOT Bridge I65-141-04117, which currently carries the northbound lanes of I-65 over the Lafayette Avenue exit ramp, will be removed. The northbound lanes of I-65 will be lowered to match the elevation of the existing southbound lanes and shifted west, a maximum of 70 feet. The twin bridges carrying I-65 over Prairie Creek (I65-142-05571 BNBL and I65-142-05571 BSBL), located north of US 52, will be replaced (Des. No. 1902059 and 1902060) with single span hybrid bulb tee beam bridges.

Phase II of the project will include the reconfiguration of the I-65/Lafayette Avenue partial interchange. A right-hand flyover ramp will be constructed to allow motorists to diverge from southbound I-65 and cross over the I-65 southbound and northbound lanes. The exit ramp tie-in will occur north of Kise Estates apartment complex to provide separation between the ramp terminal and the complex driveway. The roadway typical section of the right-hand flyover ramp to Lafayette Avenue consists of a single 16-foot wide travel lane with an 8-foot wide paved outside shoulder and 4-foot wide paved inside shoulder. An auxiliary lane between the US 52 on-ramp and the Lafayette Avenue off-ramp will be added to provide motorist a continuous lane between the two points. In addition, the single span concrete arch bridge over Prairie Creek (I65-141-03143C) will be widened to accommodate the auxiliary lane.



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Description of Right-of-Way

The project will require the purchase of right-of-way. Refer to the pamphlets distributed at this meeting: ACQUISITION – “Acquiring Real Property for Federal and Federal-Aid Programs and Projects” Acquisition information can also be viewed at http://www.fhwa.dot.gov/real_estate/.

The proposed project requires a total of approximately 4.5 acres of permanent right-of-way acquisition. All of the right-of-way acquisition will be required from two agricultural parcels. All right-of-way is required for the construction of the new I-65 to Lafayette Avenue exit ramp (Phase II). No right-of-way is required for the added travel lanes portion of the project (Phase I). No relocations will be required for the proposed project.

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	4.5	0
Forest	0	0
Wetlands	0	0
Other: Scrub/Pasture	0	0
TOTAL	4.5	0

Maintenance of Traffic

Phase I: I-65 Added Travel Lanes

It is anticipated that construction will be completed in phases, generally maintaining two travel lanes in each direction along I-65. To accomplish this, the outside shoulder will be closed and strengthened so that travel lanes can be shifted to the outside to allow for construction in the median. Short-term lane closures may be required for the shoulder work. At least one lane of traffic will remain open in each direction. Closures will occur at nighttime only and anticipated to last 3 to 4 weeks.

In the event that the US 52 entrance ramp to I-65 southbound does not provide adequate spacing in advance of the construction zone, consideration will be given to closing the US 52 entrance ramp and temporarily detouring US 52 traffic to the SR 47 interchange approximately 4.5 miles north. This will be included in the TMP and public notified by the INDOT Crawfordsville District communication group.

As part of Phase I of the project the existing I-65 to Lafayette Avenue exit ramp will be removed. Traffic traveling southbound of I-65 to Lafayette Avenue will be detoured to the SR 32 interchange. The detour route utilizes SR 32 eastbound, Ping Drive, Main Street, and Sam Ralston Road. A capacity analysis was performed for this detour route and concluded that no improvement or intersection modifications were required in order to accommodate the added detour traffic. All major intersections along the detour route are expected to maintain an acceptable LOS. Adequate advance warning signage and lane shifts will be utilized in advance of the detour.

Phase II: I-65/Lafayette Avenue Partial Interchange Reconfiguration (Flyover Ramp)

Construction of the partial interchange will occur on mostly new alignment. Rolling closures along I-65 are expected to allow for setting beams of the new bridge over I-65 to Lafayette Avenue. The rolling closures will follow the IHCP and



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by detailed within the TMP. Typically, the rolling closures occur at nighttime and include the use of police to slow traffic down to 20 mph to create a 20 minute traffic free gap to allow time to set a beam.

Project Schedule

Milestone	Expected Dates
Categorical Exclusion Released for Public Involvement	February 28, 2020
Public Comment Opportunity	March 3 – April 2, 2020
Proposed Construction (Phase I)	2021-2022
Real Estate Acquisition	Anticipated 2022
Proposed Construction (Phase II)	Anticipated 2024

Estimated Project Cost Summary

The estimated cost for this project (Phase 1 and Phase 2) is \$57, 656,000 which includes design, land acquisition and construction. Both federal and local funding will be used. The project is included in the 2018-2021 and 2020-2024 Statewide Transportation Improvement Program.

Environmental Documentation

The INDOT and FHWA have reviewed the Categorical Exclusion (CE) Document prepared by American Structurepoint, Inc. for this project and released the document for public involvement on February 28, 2020. The CE evaluates the impact of the I-65 Added Travel Lanes from SR 32 to SR 47 project on the natural and human environment. No areas of potentially significant impacts have been identified.

Water Resources

The proposed project area was examined for the presence of wetlands and “waters of the U.S.” Ten streams and 81 wetlands were identified within the project area as potentially regulated resources. It is anticipated that the preferred alternative will permanently impact approximately 609 linear feet stream and 4.074 acre of wetland. A Section 401 Individual Permit from the Indiana Department of Environmental Management (IDEM) and a Section 404 Regional General Permit (RGP) from the U.S. Army Corps of Engineers (USACE) will be required for impacts to streams and wetlands. Mitigation will likely be needed and will be determined during permitting. If mitigation is needed, the INDOT is proposing to purchase credits through the Indiana Department of Natural Resources (IDNR) In-Lieu Fee program.

In addition, formal application for a Construction in a Floodway Permit from the IDNR will be required due to the proposed work within the FEMA-designated floodplain of Prairie Creek. The proposed project will also require a Rule 5 Construction Sediment and Erosion Control Permit from IDEM as more than one acre of land will be disturbed.

Cultural Resources

The project has been coordinated with several state and local historic preservation organizations, including the State Historic Preservation Officer (SHPO), in compliance with FHWA procedures for Indiana projects and Section 106 of the National Historic Preservation Act. INDOT acting on FHWA’s behalf has issued, on December 18, 2019, a Determination of “No Historic Properties Affected” for this project.



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Endangered Species and Terrestrial Habitat

The project will clear approximately 2.4 acre of brush and trees. Tree clearing is necessary for the replacement of the Prairie Creek Bridges (I65-142-05571 BNBL and I65-142-05571 BSBL) and construction of the new I-65 to Lafayette Avenue flyover ramp. The remainder of impacts to terrestrial habitat (approximately 70 acres) will include maintained roadside ROW and agricultural fields. Based upon coordination with the IDNR-DFW, the project is within range of the state endangered Marsh Wren (*Cistothorus palustris*) and the American Badger (*Taxidea taxus*), a state species of special concern. Through coordination with the IDNR-DFW, it was determined that no significant negative impacts are anticipated for either species. Based upon coordination with the United State Fish and Wildlife Service (USFWS), the project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Based upon coordination with the USFWS it was determined that if tree-clearing is avoided during the period of April 1 – September 30, then the proposed project is not likely to adversely affect the Indiana bat or the NLEB.

Noise

This project is a Type I project due to the addition of travel lanes along I-65 and modification of the I-65 to Lafayette Avenue exit ramp. In accordance with 23 CFR 772 and the current Indiana Department of Transportation Traffic Noise Analysis Procedure, this action requires a formal noise analysis. A Noise Analysis Report was completed by American Structurepoint, Inc. on January 13, 2020 and determined technically sufficient by the INDOT on January 29, 2020 (Appendix I).

A total of 308 receptors were identified within the January 13, 2020 Noise Analysis Report, representing two different noise abatement criteria (NAC) land use activity categories, Activity Categories B and C. Of the 308 receptors analyzed, 304 are classified as single family residential units (Activity Category B), two receptors are associated with the recreational amenities of Kise Estate Apartments (Activity Category C), and two receptors are associated with Trophy Club Golf Course (Activity Category C). Existing (2020) noise levels range from 43.1 to 73.7 dB(A) and future (2043) noise levels with the proposed project range from 42.3 to 74.5 dB(A) for the identified receptors.

Based on the January 13, 2020 Noise Analysis Report, American Structurepoint, Inc. has identified 72 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at one location. Noise abatement at this location (along the east side of northbound I-65, south of the Lafayette Avenue exit ramp) is based upon preliminary design costs and design criteria. Noise abatement in this location at this time has been estimated to cost \$879,363 and will meet feasible and reasonable criteria as defined in the current Indiana Department of Transportation Traffic Noise Analysis Procedure. Feasible criteria includes both Acoustic and Engineering Feasibility, which requires a 5 dB(A) noise level reduction for a majority of impacted receptors and consideration of drainage, utilities, access, and other potential engineering conflicts. Reasonable criteria includes the Design Goal, Cost Effectiveness, and Views of Benefitted Receptors, which requires a 7 dB(A) noise level reduction for a majority of impacted first row receptors, a cost of less than \$30,000 per benefitted receptor, and the consideration of benefitted resident and property owner input.

A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.



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The viewpoints of the benefited residents and property owners are being sought and will be considered in determining the reasonableness of highway traffic noise abatement measures for the proposed highway construction project. The INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

Environmental Justice

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Boone County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tracts 8101, 8103, and 8104. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2017 American Community Survey 5-Year Estimates (2013-2017) was obtained from the US Census Bureau Website <https://factfinder.census.gov/>

Two low-income populations of EJ concern were identified. Based upon the scope of the proposed project, the identified populations will not experience a disproportionately high and adverse impact from the project. The purpose of this project is to maintain an appropriate LOS within the project area and improve connectivity to metropolitan areas. Therefore this project is anticipated to enhance the mobility of the identified communities to good, services, and employment opportunities. While the identified populations may experience some slight delays along I-65 during construction, these impacts will be temporary and as a result of this project they will have enhanced mobility. As this project takes place along existing highways, no impacts to community cohesion are anticipated. This project will require approximately 4.5 acres of permanent ROW from agricultural parcels. No residential ROW or relocations are anticipated.



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SIGNATURE: _____